

MINUTES OF THE MEETING

7 September 2000

Projects Reviewed

CityDesign/ Design Commission Briefing
Schnitzer Northwest Development
Aurora at Galer Pedestrian Overpass
Seola Beach Drive Culvert
Taylor Creek Culverts Phase II
Automated Public Toilet Demonstration Program

Convened: 8:30am

Adjourned: 5:30pm

Commissioners Present

Rick Sundberg
Moe Batra
Ralph Cipriani
Gail Dubrow
Jeff Girvin
Jack Mackie
Cary Moon

Staff Present

John Rahaim
Layne Cubell
Brad Gassman
Sally MacGregor

7 Sept 2000 Project: **CityDesign/ Design Commission Strategic Plan, Workplan, and Budget**
 Phase: Briefing
 Presenter: John Rahaim, CityDesign

Time: 1 hour (SDC Ref. # | DC00056)

John Rahaim presented an overview of the work of CityDesign to the Seattle Design Commission, including an explanation of key projects that exemplify the role of the office within the City, which will be developed and implemented in the short and long term work plan.

Department of Neighborhood (DON) opportunity funds, which are intended to implement neighborhood plans, will partially fund the Open Space Plan, which was a key recommendation of the Urban Design Forum. CityDesign will convene an interdepartmental team to work on this, and will hire a consultant. The Plan will include an overall system of open spaces, including public, private and streets, as well as conceptual design of certain elements of the system due to the source of funding. These elements include Westlake Avenue, pedestrian waterfront access, and streetscape concepts.

CityDesign is attempting to establish its role to convene or facilitate discussions with other City agencies about design issues, rather than being project managers. We are currently doing this in several forums, including the Street Vacation IDT, the Light Rail Review Panel, and others. John Rahaim also updated the Commission on the status of the website, and a developer's workshop, which should take place in fall.

Key Commissioner Comments and Concerns

- When developing the Open Space Plan, would like CityDesign to examine historical precedents such as Pershing Square or Boston's Post Office Square.
- Would like to know if there is a possibility that CityDesign could obtain additional funding, through grants, especially in cases of historic preservation or open space.
 - We are very interested in doing this, and must establish legislation to be able to accept funding from outside sources.
- Believes that the "designer in residency" concept is an idea that should be developed for the long term plan, as an opportunity to bring new design skill into City projects, from outside sources. Also feels that there should be advanced training for people within the City Department. Thinks that there should be an opportunity to improve design and urban design skills for those that review projects.
 - CityDesign has proposed an urban design seminar class that CityDesign could co-teach, and this could be funded if this class was available to City staff.

7 Sept 2000

Commission Business

ACTION ITEMS

A. TIMESHEETS

B. MINUTES FROM 17 AUGUST 2000

ANNOUNCEMENTS

C. COMMISSION FAREWELL, SEPTEMBER 28, 5:00PM-7:00PM

D. RAINIER VISTA DESIGN REVIEW MEETING, SEPTEMBER 12/ GASSMAN

DISCUSSION ITEMS

E. DC CANDIDATE UPDATE/ CUBELL

F. STREET VACATION AND UNIQUE OBJECTS IDT UPDATE/ CUBELL

G. DEVELOPER'S WORKSHOP, NOVEMBER 8/ RAHAIM

H. QUARTERLY UPDATE TO LU COMMITTEE/ RAHAIM & SUNDBERG

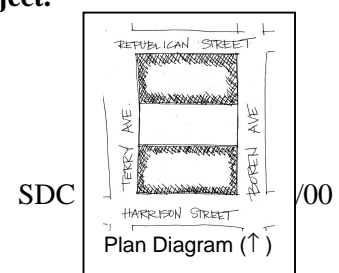
7 Sept 2000 Project: **Schnitzer Northwest Development**
 Phase: Street Vacation Briefing
 Presenters: Greg Brower, Berger Partnership
 Arthur Furukawa, NBBJ
 Suzi Morris, Schnitzer Northwest Development
 John Savo, NBBJ
 Attendees: Beverly Barnett, Seattle Transportation, (SeaTran)
 Sara Levin, City Budget Office (CBO)
 Jeff Kiser, Schnitzer Northwest Development
 Terry McCann, Huckell Weinman Associates
 Jack McCullough, Attorney
 Kevin Teague, Foster Pepper Shefelman
 Karen Tsao, Executive Services Department (ESD)
 David Van Skike, Department of Design Construction and Land Use (DCLU)
 Time: 1 hour (SDC Ref. # 170 | DC00164)

Recommendations: **The Commission thanks the team for presenting the proposed vacation in an early stage of development, and requests that the proponents will further explore different design solutions, based on the Commission’s following recommendations:**

- **The Commission requests that the proponents, at future presentations, to present design alternatives that preserve the alley and the current orientation of the buildings throughout the neighborhood;**
- **requests that the proponents to present the façade of proposed Building Three, across Terry Avenue and enclosing the western edge of the open space, to better understand the context;**
- **requests that the proponents adequately show why a continuous façade is not appropriate at this site;**
- **urges the team to fully dedicate a portion of the block as a truly public open space or target a site elsewhere within the larger Schnitzer Northwest development for use as a public open space to provide an adequate public benefit that justifies the vacation;**
- **will require that the design, if it develops to include the proposal for an alley vacation, would ensure that the use of the open space would be a “twenty-four hour” public benefit, and not solely a benefit for the tenants of the private building during business hours;**
- **urges the development to preserve the industrial, historical character of the neighborhood, with respect to the streetscape and the buildings of the district; and**
- **would like to see development of the landscape design at future presentations.**

Jeff Girvin recused himself from the discussion of this project.

This alley vacation pre-application briefing was conducted for the proposed



Schnitzer Northwest development, comprised of four office buildings that make up a development in the Westlake District of the South Lake Union neighborhood. The requested vacation would be located within the block bounded by Republican Street to the north, Boren Avenue on the east, Harrison Street on the south, and Terry Avenue on the west. Because of IC-65 zoning, no open spaces are required and the proposed buildings could cover their entire lots. The team began the design process with different schemes, and included designs retaining the alley, which did not provide a daylighting scheme as favorable as this proposed scheme. In addition to reviewing the neighborhood plan, the design team has met with the neighborhood for initial input of their concerns. The design team cited many advantages and opportunities to be gained by this proposed vacation. First, the vacation would provide a well-exposed public open space, which has been listed as a primary need in the neighborhood plan. The alley vacation would allow the design team to orient the buildings in the east west direction, at the northern and southern edges of this block, with the open space at the center of the site, between the buildings, stretching from Terry Avenue to Boren Avenue. This courtyard would be up to thirty thousand square feet, and the team has selected a landscape architect to design the proposed open space. Within a neighborhood that is comprised of many large industrial buildings, the proposed vacation would also break down the scale of the block in the north-south direction (three hundred and sixty feet), especially along Terry Avenue, a primary pedestrian corridor and identified as a “street of interest.” Additionally, this proposed vacation would effectively address the grade change, and provide minimal access and curb cuts to underground parking and utility services. The orientation of the existing network of functioning alleys in the neighborhood is north-south, and some nearby alleys dead end into bluffs.

Key Commissioner Comments and Concerns

- Recognizing that this scheme proposes a different pattern for the building layout on the block, would like to know if there are precedents for this scheme, with a mid-block open space in the neighborhood. Would like to know how this project reinforces or breaks the historical pattern.
 - Proponents stated that the typical pattern of development in this neighborhood incorporates buildings with narrow façades on the north-south streets. Further stated this pattern is established on Terry Avenue, a main corridor of the neighborhood.
- Feels that much of the justification for the alley vacation is the attempt to break up the presence of a three hundred and sixty foot façade along the Avenues, and would like to know if the façade of Technology Building 3, across Terry Avenue will be broken up as well.
 - Proponents stated that this is possible, and there might be a relief in the façade, as it closes the western edge of the open space.
- Would like to know the common design objectives of the entire Schnitzer Northwest building development.
 - Proponents stated that this is the only proposed alley vacation. The proposed open space created by the alley vacation would become the heart, focal point, and central circulation space of three of the proposed projects of the development. The proposed open space, which is located near the center of the South Lake Union’s Westlake District, could also serve as the district’s central space. Further stated that the design team would develop and establish the landscape pattern and palette for the area, although the full landscape design is not yet developed. As a partial component of the streetscape improvements, the team plans to expand the width of the Terry Avenue and Harrison sidewalks to twelve feet.
- Recognizing the intent of the design team to demolish the existing buildings on the site, would like to know if the design team intends to preserve industrial vernacular of the neighborhood.

- Proponents stated that, unlike Pioneer Square or the International District, the buildings in this area do not have many elements in common, and were built during a long time period, and there are a variety of materials. Proponents further stated that a new, industrial commercial building would be appropriate.
- Would like the proponents to thoroughly assess and explore other design alternatives that include a large open space *and* the alley, by moving the open space to an alternate location. Feels that the open space, as an interior courtyard between two buildings, appears to be a private space for the building tenants, which usually becomes a lunch spot for those working in the office. Feels that through further design exploration, the team will find alternative designs for the open space that would appear to be open space for the tenants *and* the neighborhood. Suggests that the team investigate the possibility of locating the open space on the south side of the block, adjacent to existing public right of way, the sidewalk. Does not believe that the open space, which might be closed after business hours can qualify as public. An alley, regardless of how it is used, is open “24/7.” Suggests that, because the development will span beyond this block, the open space for this complex could be located elsewhere, to understand the neighborhood from a larger perspective.
 - Proponents stated that they investigated alternate designs, which relinquished valuable square footage to the alley, even through designs that incorporate pocket parks in conjunction with the alley. This orientation provides a one hundred and twenty foot width of open space along Terry Avenue. Further stated that the hours of the open space were not definite, but were suggested as a response to public safety.
- At future presentations, would like the proponents to separate the benefits for the tenant from the benefits for the public.
- Feels that the streetscape of Terry Avenue is historic in nature, and would like to know if Seattle Transportation (SeaTran) plans to preserve the railroad tracks. Feels that the historical, industrial character of the neighborhood should be preserved through actually preserving the materials and existing buildings.

Key Visitor Comments and Concerns

- A representative from SeaTran, supported the concerns and suggestions of the Design Commission, would like to know how the functions of the alley would be replaced on the site, hopes that the reduced scale supported by the existence of alleys will be maintained, and would like to ensure that the nature of the public benefits remain truly public in character.

7 Sept 2000 Project: **Aurora at Galer Pedestrian Overpass**

Phase: Briefing

Presenters: Paul Johnson, Washington State Department of Transportation (WSDOT)
Bruce Nebbitt, Washington State Department of Transportation (WSDOT)

Attendees: Lyle Bicknell, CityDesign
Caroline Bricheux, Washington State Department of Transportation (WSDOT)
Donald John Coney, Queen Anne Community Council
Stuart Goldsmith, Seattle Transportation (SeaTran)
Ed Pottharst, Department of Neighborhoods (DON)
Karen Tsao, Executive Services Department (ESD)
Alex Young, Washington State Department of Transportation (WSDOT)

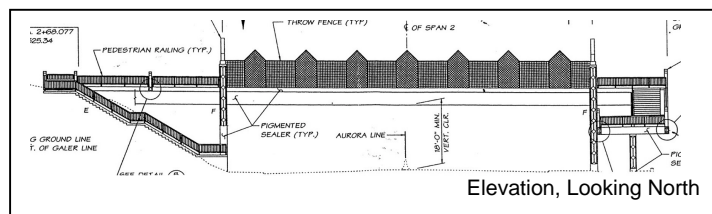
Time: hour (SDC Ref. # 170 | DC00180)

Action: The Commission appreciates the collaboration between the State and the City and the work of the groups involved in the design of this pedestrian overpass, and makes the following recommendations as the team develops the design:

- The Commission recognizes that this pedestrian bridge is a vital link in the regional network of pedestrian and bicycle paths, within the city of Seattle, and will also be a critical east west non-motorized link between Queen Anne and the communities to the east;
- urges the team to recognize the significance of the bridge as a threshold or gateway for vehicles on Aurora Avenue, coming from the north to downtown Seattle, as well as a pedestrian link for the Queen Anne neighborhood;
- likes the “pediment” style gateways of the pedestrian bridge entryways, but would like the team to explore alternate design solutions for the throw fence segment that create a legible gesture in the landscape, such as a grand arch;
- at a future presentation, would like the team to provide a context map to better convey the role of this pedestrian overpass as an east west link so that Commission involvement in future related projects might enhance the utility of the investment of this overpass;
- recommends that the team investigate designs of other pedestrian bridges in Seattle and elsewhere, and believes that there are design alternatives that may even reduce the cost of the project; and
- commends this project for extending beyond the usual design parameters of WSDOT projects.

The proposed Aurora at Galer Pedestrian Overpass was developed in response to the needs of the community of Queen Anne. There are currently no crossings of Aurora Avenue along the entire length of Queen Anne Hill which presents a

major impediment to bicycle travel in and out of Queen Anne’s east side. The team has investigated many design solutions, including ramps, and tunnels. The funding for this bridge has been an important factor throughout the past, and the bridge funding was secured a year ago. The team has developed this



pedestrian overpass design through meetings and presentations with the members of different community groups, and will be ADA accessible through stair lifts. This connection between Queen Anne and Galer Street is a concrete overpass with a concrete gable entry gate at each end, the base of which is connected with ceramic tiles. There is a throw fence barrier on both edges of the fence; this fence also maintains the gable motif in elevation, and is a typical painted throw fence. Through this design, the team has tried to avoid the character of typical throw fences, which is cave-like. Many components of this bridge are pre-cast, to avoid prolonged disruption of traffic. The ADA stair lift is an element that folds against and travels along the stair rail.

Key Commissioner Comments and Concerns

- Would like the design team to explain the larger context and the primary paths and routes that the overpass is connecting.
 - Proponents stated that Galer Street, a right of way, is actually a steep hillside with stairs to the west of this project, and the team will replace the lower part of this system as part of this project. At the east end of this overpass, there are condominiums to the north and the south, then stairs that continue to the cul-de-sac within the sixty feet wide right of way. Further stated that the north south connection is primarily Aurora, and this overpass provides a crossing for Aurora, as the closest crossing is one mile to the north, past the green belt.
- Appreciates the intent of the team to create a strong east west connection, with the design vocabulary of the “gabled gate” at each end of the bridge but feels that the team should investigate the aesthetic quality of the bridge as a gateway to the city; it frames the view of the city for the motorists passing below on Aurora Avenue. Urges the team to research examples (Dreamy Draw, Bloedel Reserve ravine pedestrian bridge) of sculptural bridges suggested by the Commission and CityDesign.
- Feels that the gable imagery for the throw fence is too residential. Feels that the bridge should be considered a regional bridge, rather than only a bridge for the Queen Anne neighborhood.
- Feels that the elevation could develop in relation to the scale of the span, similar to the successful and appropriate scale of the portals in the east west direction.
- Recognizes the requirements the team must address, but hopes that the team looks to the suggested examples for inspiration, using the Commission as ammunition to push the envelope, striving for award-winning design excellence.
- Although handrails are not required, feels that the team should incorporate scaling elements at waist height, along the interior of the panels of the bridge to support pedestrian comfort level; thinks there could also be a material or texture change at this height to recognize the proportions of the human body and psychological comforts of pedestrians.
- Recognizes the success of the bridge at the pedestrian scale, but feels that the bridge, as seen from a car, should incorporate one simple, elegant gesture across the landscape.
- Would like to know if the stairway to the west of this bridge is currently passable. Would like to know the City’s plans for this landscape to the west of the bridge, and if this area will be maintained for further pedestrian movement to the west.
 - Proponents stated that currently, this pathway is passable, and the community maintains this area.

- Would like to know if this would be maintained in the long term, especially the maintenance of the bridge and stair lift.
 - Proponents stated that there will be discussions between DOT and the City in regards to the maintenance responsibility.
- Would like to know the motivation behind connecting one side of Aurora Avenue with the other.
 - Proponents stated that many residents along Aurora Avenue require this pedestrian overpass as access to buses going in either direction.
- Appreciates the bike groove detail, and hopes that the team will resolve these details to maintain safety, but also recognize the needs of the cyclists.
- Suggests that the team consult a lighting designer to incorporate lights for the length of the bridge.

Key Visitor Comments and Concerns

- A representative from the Queen Anne Community Council strongly supports this project. Feels that this vital link across Aurora Avenue will increase bike and pedestrian trips and break the Aurora Avenue barrier to Queen Anne Hill. Feels that this is a better solution than crossings of Aurora at grade. Feels that this path will mitigate the isolation of Queen Anne from Westlake and South Lake Union, and this barrier break is part of the Queen Anne neighborhood plan. Recognizes the work of many community activists, WSDOT, and also recognizes the success of the ADA accessible solution to the overpass. Urges the Commission to facilitate and encourage this project. Recognizes that the team has participated in community outreach through the development of this project, and does not believe the gables will be visible from the roadway; therefore, the gables are not a critical design element.

7 Sept 2000 Project: **Seola Beach Drive | Taylor Creek Culvert**
 Phase: Schematic Design | Scope Briefing
 Presenter: Charles Oppelt, Strategic Planning Office (SPO)
 Attendees: Hai Bach, Strategic Planning Office (SPO)
 Kathy Laughlin, Strategic Planning Office (SPO)
 Patrick Murphy, Strategic Planning Office (SPO)

Time: 1 hour (SDC Ref. # 169 | DC00182)
 (SDC Ref. # 169 | DC00183)

- Action:** **The Commission appreciates the effort of Seattle Public Utilities (SPU) to present these two projects, and would like to make a few comments and recommendations.**
- **The Commission applauds SPU's current commitment to drainage and drainage basins throughout the City;**
 - **encourages SPU to consider the following options when developing the Seola Beach Drive culvert:**
 - **would like the team to speak with residents about the available options for daylighting the culvert;**
 - **improve the beach access from Seola Beach Drive, if possible;**
 - **appreciates the efforts of the presented options for the Taylor Creek culvert construction to encourage fish habitat and promote the existence of a more naturally functioning stream;**
 - **supports the alignment of the creek that would go under Rainier Avenue South and through the property of the existing apartment building; and**
 - **would like to see a future presentation with further development of the design to increase the visibility of the stream for those walking and driving above on Rainier Avenue South.**

Seattle Public Utilities (SPU) presented two culverts, which are scheduled to be replaced and repaired. The first, which is along Seola Beach Drive Southwest, is located along the inside east edge of the roadway easement. This culvert currently needs considerable repair, as it is rusted in many parts and has caused sinkholes. SPU will replace this culvert with a concrete culvert, and will be buried underground. This section of this culvert to be replaced is located in the front yard of some residences; SPU has spoken with the residents with respect to this work. Classified as a stream, SPU has investigated the possibility of daylighting the creek stream, but determined that it is not possible to expose the culvert without exposing the adjacent sewer line. Through a survey, SPU has also determined that fish passage is not a primary concern because the upstream spawning habitat is minimal, the flow in Seola Creek appears to be heavily dependant on rain, the outlet is subject to submergence only at high tides, and there are multiple other reaches of buried culvert, which would require further modification.

Taylor Creek culvert is the second culvert, which is a small stream that drains a predominantly residential watershed of approximately six hundred and fifty acres into the southwest corner of Lake Washington. The first phase of this project has been completed, which included the removal of fish passage obstructions in the urban areas of the creek and the installation of log weirs connecting two culverts sections. The current design of the culvert is not sufficient for the growing area of impervious surfaces

in the area. The second phase of the project is more difficult, and SPU has investigated different design options to link the culvert sections separated by Rainier Avenue South. SPU has considered directing the culvert through the park, which requires tight, difficult turns of the culvert, a relocation of the service road access to the park, a replacement of two trees, installation of an irrigation system, and extension the existing sidewalk past its current location. Alternately, SPU would like to buy the adjacent apartment building (under which the culvert currently runs), remove the housing, direct the culvert through that location, and replace the housing elsewhere; this option would allow more significant daylighting of the culvert to the existing streambed; SPU considers this option the most viable. The third option would direct the culvert in between and around the existing buildings, and the culvert would be considerably longer.

Key Commissioner Comments and Concerns

- Would like to know if the Seola Creek culvert could be modified to incorporate swales, or minimally daylight the creek.
 - Proponents stated that some parts of the culverts are currently exposed, but there are limited opportunities to further daylight the culvert.
- Would like to know if there is any possibility that the Seola Creek culvert construction could be expanded to allow access to the beach, which is now fenced at the street end.
 - Proponents state that they believe the fence at the street end is a private residents' fence, and the culvert ends three hundred yards from the beach, where it connects to the METRO sewer tank.
- Feels that, although Seola Creek will not become a bucolic stream, a simple ditch would be a better option than a culvert, even if only a portion of the culvert would be exposed, based on residents' interests. Would like SPU to show the residents examples of S.E.A. Streets, as a possible design option.
- Feels that the street edge and connection are important elements of the Taylor Creek culvert, and would like SPU to develop Rainier Avenue to provide a view of this open creek. Suggests that this could be developed as a simple, elegant rail gesture, to alert motorists that they are passing over a creek.
- Would like to know, if the apartment building is removed, would SPU be required to maintain the property.
 - Proponents stated that yes, they would continue to own and maintain that property; SPU is considering acquiring property elsewhere to possibly develop an area for detention for this creek, and may relocate the housing at this location.
- Investigating the Taylor Creek project, feels that the connection of this creek to the adjacent park and the daylighting of this creek are the most significant issues, and believes that SPU has made appropriate decision (to remove the existing apartment building) when investigating the design alternatives.

7 Sept 2000 Project: **Automated Public Toilet (APT) Demonstration Program**
 Phase: Scope Briefing
 Previous Reviews: 18 March 1999 (Briefing)
 Presenter: George Banning, KJM Project & Construction Management Services
 Bob Chandler, Seattle Public Utilities (SPU)

Time: 1 hour (SDC Ref. # 169 | DC00035)

Action: The Commission appreciates the presentation and makes the following comments and recommendations.

- **The Commission strongly encourages the design team to:**
 - **establish a larger plan to identify the locations and needs for public restrooms, with an exploration of other solutions, including ways to provide incentives for the provision of restrooms in new buildings, or through partnerships with other public agencies;**
 - **develop the project as a well designed experiment by testing a variety of sites and types of facilities, and if possible, locate one APT within an interior space;**
 - **minimize the excessive use of water and detergent within these automated public toilets;**
 - **locate the waterfront automated public toilet on the west side of Alaskan Way near Waterfront Park, if the restroom cannot be located within the Aquarium itself; and**
- **would like to participate in the vendor selection process and design development.**

Seattle Public Utilities (SPU) presented the status of Automated Public Toilets, which has been a opportunity that the City of Seattle has discussed in the past. Some of City's main concerns include toilet locations and the number of installations. Last spring, City Council recommended that there should be a demonstration project, including installation of a few toilets, without the use of advertising to support the cost of the project. Although this type of toilet is automated, these toilets require considerable maintenance, which would be provided by the private company. The company requires the construction of a minimum of five toilets to support the cost of these maintenance operations, and the team has identified five to seven locations for the demonstration toilets through a formal review process. The yearly cost for the maintenance of the toilets will be \$60,000 to \$70,000 a year, and the company will not sell the toilets, but they will be leased to the City at an initial installation cost of \$50,000 to \$150,000 each. Nominal revenues will be paid to the company itself, and the fees are charged not so much to offset costs as to help discourage vandalism.

The automated public toilets are separated into two areas; the use area and the mechanical and cleaning support area. The automated public toilet involves a highly technological process. Upon deposit of change or a token, the doors open for public use of the toilet. Throughout the use of the toilet, many of the operations are automated, including the flushing and sink faucet. After usage, the door locks to maintain vacancy, and the automated cleaning process ensues and the floor rotates to remove trash. The cleaning process uses high pressure water and lasts for fifty seconds. The automated public toilet is monitored electronically from a central location, and is checked daily by company personnel to restock items and clean vertical surfaces.

There are multiple sites, which are areas that have been chosen due to the high traffic which provides more security:

- Southeast corner of Steinbrueck Park- across the street from Pike Place market, which does not restrict the existing sidewalk space.*
- Waterfront Park- on the sidewalk, at the northern part of the sidewalk or under the Alaskan viaduct, which may be preferred as the waterfront site.*
- Hing Hay Park- which currently has a portable toilet, and the automatic public toilet will replace it, in the exact location.*
- Ballard Transit Center- at east side of Ballard Avenue and the south side of Market Street, included in METRO*
- University District- at 43rd Street and the west side of 15th Avenue northeast, which will be directly across the street from the University Sound Transit station.*
- Pioneer Square- the location was approved by the Pioneer Square Community Council, at the south end of Occidental Mall, which was rejected by the business community, and the site was moved two blocks north of this location.*
- Belltown- the team is investigating the possibility of a site in this area.*
- Fremont and Capitol Hill- looking at possibility of locating a restroom in the retail cores.*

Key Commissioner Comments and Concerns

- Would like to know why this high level of cleaning and automation is required after each use.
 - Proponents stated that these standards are followed to maintain security and a high comfort level for all levels and members of the public. Further stated that the cost of a maintaining a facility with human attendants is not comparable, considering the cost of labor for the three shifts required which might rise through time, and the extensive costs related to maintenance, repairs, material, plumbing, and repair of vandalism damage.
- Would like to know the water usage in terms of gallons per cycle. Feels that the automation is extensive, considering there is not a human involved to determine if the high level of cleaning and high use of detergent is necessary after each use.
 - Proponents stated that information is still under investigation, and is also a primary concern, and the facility is not a “low-flow” system.
- Would like to know if this program is part of a larger plan or project to map out public facilities. Does not believe that this is a long-term solution; feels that this should be analyzed and compared against other options.
 - Proponents stated that no, it is not, but there has been a desire to have public restrooms in downtown Seattle and other commercial districts within the city for some time. Further stated that this was an opportunity to see if this type of public toilet would work and benefit Seattle, but to determine this, the demonstration program must be part of a long-term commitment. Proponents stated that the City has explored many options to establish public restrooms downtown, and they have not been successful. Many of these solutions have not truly been targeted to everyone. This solution, the automated public toilets, has resulted from an incremental discussion of many of the alternatives.
- A Commissioner reiterated this response by recognizing that this is essentially a technological demonstration project, and believes that there is a possibility that these toilets will be adapted and applied elsewhere in the city. Agrees that the city needs an overall plan to provide public services for many markets, tourists and transients.
 - Proponents stated that SPU has assumed this responsibility because sewer utility money

can now be used for public restrooms. Further stated that SPU is mapping every public restroom to aid in the determination of other options and is investigating the cost of converting existing restrooms to an automated or automated low-flow facility. SPU is also investigating opportunities to provide incentives to private developers to construct public restrooms.

- Feels that SPU is investigating city-wide needs and alternatives for public restrooms beyond this project.
- Recognizes that many developments seeking public benefits to acquire an alley vacation have not assumed any responsibilities for public restrooms. Would like to know if there are any policy changes that can be made to reverse this practice.
- Would like to know if there is a possibility that the typical opportunities for advertising signage on the automated public toilets could become places to install public art or serve a public communicative function.
 - Proponents stated that there was space on these structures that can be used as wayfinding maps and/ or public bulletins.
- Believes that the location selection process, through neighborhood processes is counter-intuitive to broader planning needs.
 - Proponents continued to explain the proposed sites for the automated public toilets. Through further discussion of the Pioneer Square location, the proponents stated that the opposition of an automated public toilet at this location was based on concerns that the toilets would exacerbate the social problems present in this neighborhood. Some members of the neighborhood are concerned that the toilets would encourage prostitution and drug-dealing. But, as seen in other cities, some of the features of these toilets do not exacerbate these types of problems
- Recognizes that, in Pioneer Square, there is currently a public restroom in the fire station about sixty to fifty yards away, would like to know what type of opposition the proponents are facing, if this type of establishment is already located in the neighborhood.
 - Proponents stated that most people will not use this fire station restroom because it is too dangerous and dirty.
- Would like to hear more about the design and would like to know if the designs will be site specific or uniform.
 - Proponents stated that, first they will pick a vendor, many of whom have different, flexible designs. The proponents would like to have six or seven sites identified in order to install five, is partly due to the design issue. The proponents will be working with the vendor to select from existing designs, or the vendors would volunteer, at some level, to modify the designs to “fit”, and there would be one design located at five different locations. Further stated that the team would like to establish a committee to select the vendor, with members representing the community, and also the Seattle Design Commission.
- Thinks that this program provides an opportunity to locate the restroom within a public facility, like the aquarium, for example, to determine if this option could work as well.. Believes that the restroom could be located within the space, but the responsibility of maintenance would be attributed to another steward. Feels that there could be sufficiently different conditions to establish and

maintain restrooms, to provide a an understanding of the best option. Believes that there could be five privately owned and operated facilities, five City facilities, and five quasi-public facilities to provide control groups for the “experiment” with similar situations.

- One Commissioner feels that the team, who has been working on this project for many years, has examined all the options and parameters for this project. Believes the responsibility of the Commission is to work with the proponents on the five chosen sites and this type and design of the automated public toilet technology, rather than redesign the entire program of the project or add parameters to the program. Feels that the Commission should promote this program get established, rather than hinder it by making recommendation to change the program for the project.
- One Commissioner responded that this project is presented to the Commission as a demonstration, from which the City is supposed to learn, and should be developed as an experiment. Would like the proponents to attempt to establish an interior public restroom, perhaps accessed through a lobby.
 - Proponents are not sure this would be possible, but will investigate the idea.